



**messing  
about in  
BOATS**

*Twice a Month!*

*Volume 2 ~ Number 5*

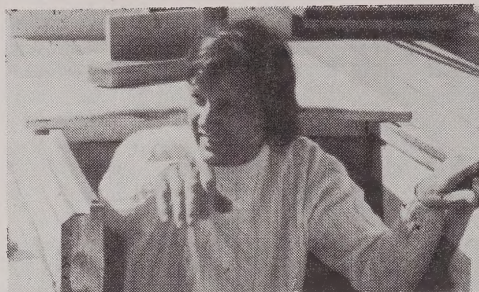
*July 15, 1984*







# Commentary



**BOB HICKS**

## messing about in BOATS

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.



### *Our Next Issue...*

will include a feature on small boat cruising opportunities along the southwestern shore of Connecticut (that didn't make it into this one); the final installment on the Downeast Coastal Canoe Trail covering its present day status; a report on the Ship Channel Sprint rowing/paddling race from Hull to Boston, Mass.; and coverage of the high performance 10 square meter sailing canoe races in Barrington, RI, along with a look at how this boat and other high performance sailing craft are made by the guys at Quarter Moon Boats in Warren, RI.

### *On the Cover...*

All was not lost at the June 2-3 Mystic Seaport Small Craft Workshop despite yet another windy, rainy Saturday. These two split rigged classics out on the river to compare performance were typical of the spirit of the weekend, get out on the water anyway and the weather be damned. More photos and report in this issue.

Part of the summertime on-the-water messing about in boats are the variety of races. Racing is a well established aspect of recreational boating, and it can range a gamut from all-out, no expense spared serious yacht racing to the sort of "unofficial" race that takes place when two boats happen to find themselves headed the same way. It just seems to be in our nature to see how fast we can make our boat go in comparison to another of similar type.

I'm not planning on getting into any serious, comprehensive racing coverage. There's far too much of it in way too many forms to even begin to do a thorough job. I'm likewise not going to pay much attention to that outer fringe of no expense spared racing, sail or power, because that really gets beyond my interpretation of messing about in boats. It's just not messing about anymore when the costs and deadly earnestness of that sort of racing are involved.

I seem to gravitate towards those races that cater to more modest craft, and include not just serious competitors but also those in the game for fun. Many of the rowing races we have already attended and reported upon fall into this category, up front some very serious athletes in serious craft, back in the pack those having a good time and maybe carrying on their own private race with someone else they know. I have been told by a reader who does flatwater canoe marathon racing that those events are similar, the fast guys are long gone out front while the novices and family groups and the "just for the fun of it" types come along in due course. Any race carried out on fairly protected flat water can successfully cater to this broad spectrum of skill levels.

Occasionally I do expect to take in a specialty race of one sort or another, and usually this will be due to knowing someone who is to take part and being interested in knowing more about what is involved. Our next issue should have a report on such an event, the high performance races for racing sailing canoes scheduled for June 23-24 in Bar-

rington, RI. I've gotten to know Steve Clark of Quarter Moon Boats who is a serious 10 square meter canoe racer, as is another friend, Ben Fuller. To see their sport through their eyes is my objective. The boats are pretty exotic, carrying enormous amounts of sail on tiny planing hulls, sort of like one half of a catamaran. These boats are claimed to be the fastest monohull racing types.

I expect that other such specialty boat racing events will attract my attention as time goes on, so we'll no doubt be doing this again. But, most of the racing coverage you'll get to see on these pages will be those events, mostly for oar and paddle, that cater to the skilled and unskilled, to young or old, to boats that are not expensive single purpose craft, but that are affordable and useable for other than competition.

The social aspects of this sort of racing are very appealing. After the race is over, the picnic or party or clambake, whatever the organizer has planned, provides the social interaction amongst the participants and their on-shore support teams, families, friends. All the "war stories" can be enjoyed, enjoyed along with food and drink. Heading home from such events we usually find ourselves basking in a glow of good fellowship.

Another aspect of "going to the races" we find interesting is the opportunity these gatherings provide for meeting fascinating people and their unique ideas on messing about in boats. Usually there are always several uncommonly interesting boats to be seen, and upon checking them out we find their owners/designers/builders to be also uncommonly interesting people. From this comes material for subsequent articles for this publication.

So that's why we'll be going to the races over the summer, and what you can expect to be reading about on these pages subsequently. We are not downplaying those who take racing seriously, but are rather looking for those who really ENJOY their racing, serious or not.







## This Cat Can Carry the Canvas!

Owner Jodice and designer Williams contemplate the big cat.

Three cannon shots rang out as the big catboat was lowered into the water at Kennebunkport, one when the keel first touched water, a second as the hull went in, a third as she rested easily afloat. Jerry Jodice's dreamboat was afloat, a 26 foot Fenwick Williams design built for him by the Landing Boatshop over the past 18 months. Jerry was beaming understandably, and also on hand with a more enigmatic expression on his face was the designer, Fenwick Williams, now retired, in his eighties, and living in Maine. Jerry's friend, Henry Szostek, had brought his smallest brass cannon for the ceremonies.

The spar towered some 45 feet over the beamy craft, a mighty telephone pole thrusting up from the stemhead almost, the focal point of the whole craft. "The boat was designed to carry 450 square feet of mainsail," Jerry explained, "but we went to 650 square feet." And he then added, "Fenwick admitted that in his younger days he might even

have considered 900 square feet." Indeed, there is no substitute for square feet on this monster gaff rig. Szostek, who had machined the bronze hardware for the spar and booms viewed his handiwork in place and asked rhetorically, "What happened to those great big castings I worked on?" They had shrunk somehow to much more modest seeming proportions when in place on the massive spars.

Cliff Hurst of the Landing told us about the project. They are building a fair number of catboats it seems, as not too many professional builders are so doing. "Jerry could have had this built in a regular yard, had he been able to find one willing to tackle it, in maybe 8 months instead of 18," he told us. The Landing, a boatbuilding school, treads carefully to not compete too head to head with professional builders while it undertakes boats built to customer order for its students to learn the trade on. The customer has to be

comfortable with the idea that novices will be learning while building his boat. On its face this might seem to produce a craft with novice workmanship, but what happens is that the time taken to do it right, far longer than a professional could invest, offsets the lack of expertise, much as an amateur built boat can be nicely built when man hours are not a consideration. Hence the 18 month building time for Jerry's boat.

Jodice will be spreading that 650 square feet of sail this summer at Manchester, Mass, a substantial move up in size for him over his prior small sailboat, and a major move into a classic form of sailboat, one designed by a man who was a major influence on yacht design during much of the twentieth century. It was nice that Fenwick was able to attend the launching, and I wondered as I watched him looking up at that towering spar if he was contemplating what 900 square feet flying from it might be able to do.

Report & Photos by Bob Hicks

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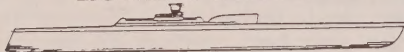
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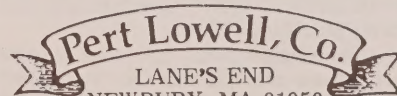
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# What's happening...

**JULY 14 - 15: TIDAL CANOE TRIP, KNUBBLE BAY, ME.**

Exploration of the tidal waters in and around the AMC camp at Knubble Bay. Contact Judy O' Bryant at (617) 587-3370.

**JULY 21: TIDAL CANOE TRIP, EAST-HAM, MA.**

This will be a fun day of canoeing the marsh, swimming and picnicing at the inlet and playing in the waves just outside, all at Nauset Inlet on the Cape. Contact Bob Scolomiero at (617) 848-8396.

**JULY 21: WESTPORT ROWING/PADDLING RACE, WESTPORT, CT.**

The Westport Recreation Department organizes this event. The course consists of a 3/4 mile run to the boats, a row down the Saugatuck River out to Cockney Island, then back to Compo Beach, about 4 miles on the water. The event is open to rowing craft, canoes, kayaks, any number of oarsmen or paddlers per boat, 1, 2, 3 4 or more. Fee to enter is \$10 per boat. There will be a family picnic on Compo Beach at the conclusion of the event. For further details contact Doug Combis, Westport Recreation Dept., Long Shore, Westport, CT 06880.

**JULY 21-22: AMC SEA KAYAK OVERNIGHT TRIP TO MARTHA'S VINYARD**

Contact Phil Bartels at (617) 872-3046 for details.

**JULY 21-23: FRIENDSHIP SLOOP WEEKEND, MAINE MARITIME MUSEUM, BATH, ME.**

The annual gathering of Friendship sloops moves to Bath this year and will sail up the Kennebec River on the morning tide on the 21st to the Percy & Small Shipyard for a weekend of activities. They will be joined by the tall ships WESTWARD and PRIDE OF BALTIMORE for a downriver departure parade on the 23rd.

**JULY 24-26: FRIENDSHIP SLOOP RACES, BOOTHBAY HARBOR, ME.**

Annual regatta for Friendships is moved to Boothbay from Friendship, ME this year as that smaller town can no longer handle the crowds. Contact Bruce Morang at (617) 944-2200.

**JULY 28: ANTIQUE & CLASSIC BOAT RENDEZVOUS, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.**

The ninth annual gathering of privately owned classic wooden boats, both sail and power. Pre-1940 pleasure yachts of both types will be on display during the day with a downriver parade to Noank in the afternoon.

**JULY 28: FRED J. DION CUP RACE, SALEM, MA.**

On July 28th the second running of this race for traditional wooden sailing yachts will be held off Marblehead and Salem, MA. Named in honor of long time Salem boatbuilder Fred Dion, it is intended to promote a festive day of competition for owners of traditional type wooden yachts that do not find such opportunities readily available today. The basic criteria are that the boats be over 32 feet long on deck and be built prior to 1955. Complete details may be obtained from Justine Wetherald at (617) 744-0844, or write to the Fred J. Dion Cup, 23 Glendale St. Salem, MA 01970. The race committee includes Fred Atkins, Jeffrey Barrows and John Clayman.

**JULY 28 - AUGUST 4: ANNUAL WILDERNESS TRIP, MOOSEHEAD LAKE, ME.**

This week long canoeing trip will include the upper part of Moosehead Lake, the west branch of the Penobscot River and Lobster Lake. Primitive camping, leisure pace, good food. For details send a SASE to Ruth Irwin, 85 West St. Whitman, MA 02382 or call her at (617) 447-4637. Registration is limited.

**AUGUST 3-5: 20TH ANNUAL ANTIQUE BOAT SHOW, THOUSAND ISLANDS SHIPYARD, CLAYTON, NY.**

Initial plans for this celebration of twenty years of antique boat shows include several interesting craft headed up by the 92' brigantine BLACK JACK. Built in 1904 as a steam tug, this craft was converted in 1952 to a brigantine that carries about 3,000 square feet of sail. Also featured will be the 39' mahogany cruiser VALETTA, a three year restoration project for her owners, and which will be open for public visiting during the show. The Museum plans also to launch its Gold Cup racer, DIXIE II for in-the-water viewing. Another Gold Cup racer, SILVER KING, built in 1927 by Ditchburn is expected to be on hand. The owners also expect to bring their Herreshoff launch, CORSAIR.

Amongst the numerous smaller craft that make up the show will be a contingent of Dispros, disappearing propeller craft that will be on their cruise during the show period and plan to drop in.

Registration of antique and classic craft owners wish to display is by pre-entry due to limited space. If you wish to enter your boat, contact the Shipyard Museum, 750 Mary St. Clayton, NY 13624 for an exhibitor entry package.

**DOING SOMETHING INTERESTING OUR READERS MIGHT LIKE TO KNOW ALL ABOUT? LET US KNOW AT: BOATS, 29 BURLEY ST. WENHAM, MA 01984.**

**AUGUST 5: THE GREAT PAWCATUCK RIVER RACE, WESTERLY, RI.**

A rowing race 2-1/2 miles long down the Pawcatuck River (tidal) from Westerly to Avondale, with classes for recreational and competition craft for oar and paddle. Refreshments, band concert follow. Entry fee is \$10 per boat, benefit the Westerly Pops Concert. For entry information contact Edmund West, 99 Water St. Stonington, CT 06378.

**AUGUST 11: ROW AROUND HULL RACE, HULL, MA.**

This event is open to open rowing and paddling craft with various classes catered to. It starts at the Mariner's Park in Hull and finishes at the Hull Lifesaving Museum. For more details contact the Hull Lifesaving Museum, at (617) 925-3595.

**AUGUST 16-19: WOODEN BOAT SHOW, NEWPORT, RI.**

The Wooden Boat Show is back, see the ad on the back cover of this issue and watch for more details in our August 1st issue.

**AUGUST 18: HUDSON RIVER ANTIQUE & CLASSIC BOAT RENDEZVOUS, KINGSTON, NY.**

A group of antique and classic boat owners have organized a Hudson River Chapter of the ACBS and plan their first event as a good time for owners and lovers of any sort of antique or classic craft. The event will be at the Hudson River Maritime Center at Rondout Landing on the Hudson in Kingston, NY. Planned activities include a parade up Rondout Creek and a dinner cruise on the Hudson on the MARION T. BUDD. Owners may bring boats to display on land or in the water and a "People's Choice" award will be made. There is no registration fee. For more details contact Howard & Dolores Tubbs, 156 Roosevelt Rd. Hyde Park, NY 12538, phone (914) 229-5834.

**AUGUST 25: ANNUAL SHORT SHIPS RACE, ROCKPORT, ME.**

Bill Gribbel will again organize his famous rowing races this summer. The program consists of a short 1.4 mile race in Rockport harbor and a longer 8 mile race alongshore from Rockport to Camden. The short race starts at 8:30 a.m., the long race to follow. This is same format as in 1983. For further details, contact Bill Gribbel at Box 45, Rockport, ME 04856.

**AUGUST 26: ANNUAL MONOMY ISLAND CANOE TRIP, CHATHAM, MA.**

Paddle out to, and explore, this bird sanctuary island off the elbow of Cape Cod. Contact Chuck Wright at (617) 564-4250 for further details.



## TSCA MEET AT WOODEN BOAT SHOW

The Traditional Small Craft Association will once again this year hold a national gathering at the Wooden Boat Show, August 17-19 at Newport, RI. Interested members (or non-members who might wish to participate) are invited to attend and bring along their boats. There will be supervised public use of those boats whose owners choose to permit such use, part of the TSCA effort to educate the public to the charms of traditional small boats. If you can bring a boat on any or all of the days of the Show please contact Peter Schmid at (617) 374-1390 eves. or Kevin Wong at (617) 482-1734 eves. for further information on participation, free show admissions, etc. The 1983 TSCA Meet attracted 110 new members to TSCA and introduced hundreds to the enjoyment of traditional small boats.

## ALDEN OCEAN SHELL MEETS FOR THE SUMMER:

Owners of Alden Ocean Shells and interested other persons can enjoy several outings in the next couple of months, as follows:

JULY 21: Twelfth Annual Isles of Shoals Race, Kittery Pt. ME. Contact Arthur Martin, P.O. Box 251, Kittery Point, ME 03905.

AUGUST 18-19: Martin Oarmaster Regatta, Schroon Lake, NY. Contact Pete Smith, RD #1, Box 65, River Rd. North Creek, NY 12853.

AUGUST 19: New Meadows River Cruise, Brunswick, ME Contact John Chandler, Jr. 6 Brookmere Way, Brunswick, ME 04011.

For all information about the Alden Ocean Shell Association, contact Ernestine Bayer, 371 Washington Rd., Rye, NH 03870.

## SAILING CANOE RACING SCHEDULE

The canoe sailors of the American Canoe Association have a rather full calendar of races in New England and nearby New York and New Jersey for the coming season. If this sort of boating sounds interesting you can learn more by calling Larry Zuk in Concord, MA at (617) 369-6668. The dates through the rest of July and August are:

JULY 14-15: New England Division Championships, Merrymeeting Lake, NH. (603) 772-2306.

JULY 21: NCSS Summer Series #3, Rumson, NJ. (201) 842-6671.

AUGUST 11-12: National Championship, Lake Champlain, Shelburne, VT. (802) 985-2692.

AUGUST 18: ACA Class Regatta, Brooklyn, NY. (212) 768-9589.

AUGUST 19: Sebago Series #4, Sebago Lake, NY. (914) 657-8452.

AUGUST 25: NCSS Summer Series #4, Rumson, NJ (201) 842-6671.

AUGUST 26: ADK Trophy, Lake Sebago, NY. (914) 657-8452.

ED. NOTE: Persons interested in non-competitive canoe sailing activities can contact Larry Zuk at (617) 369-6668.

## FLATWATER CANOE RACING SCHEDULE

A few flatwater canoe racing dates this summer in Maine have come to our attention, the details are not too complete but here goes anyway:

JULY 15: 13th Annual Damariscotta Lake Marathon, Jefferson, ME. Contact Horace Ransom at (207) 529-5485.

JULY 28: Ebb Tide Marathon, Penobscot River, Bangor, ME. Contact Adrian Humphreys at (207) 866-5652 or Gregg Farrell at (207) 947-8048.

AUGUST 4: Kennebec Fifty Marathon, Kennebec River, Carratunk, ME. Contact Bill Stearns at (207) 827-3609.

## RADIO CONTROLLED MODEL SAILING YACHT RACING SCHEDULE

The model yacht racers have a full calendar of events in New England and nearby New York for the balance of July and August are:

JULY 15: Midsummer Regatta, Providence, RI (AB). Contact Mike Andrea at (401) 724-5221.

JULY 22: Scale Sail & Free Sail & Powerboats, Needham, MA (AB). Contact Bob Francis at (617) 899-3662.

JULY 28: Seebauer Memorial, New York, NY (36-600). Contact Richard Plaut at (212) 249-3772.

JULY 29: Schooners & Gaffers, Needham, MA Contact Bob Francis at (617) 899-3662.

AUGUST 5: Midsummer Open, Stonington, CT (AB). Contact Bob Weall at (203) 599-1644.

AUGUST 11: Kehoe Memorial, New York, NY (M). Contact Richard Plaut at (312) 249-3772.

(AB) - Any Boat, (M) - Marblehead, (EC-12) - East Coast 12, (S) - Star, (36-600) - Same.

DOING SOMETHING INTERESTING OUR READERS MIGHT LIKE TO KNOW ALL ABOUT? LET US KNOW AT: BOATS, 29 BURLEY ST. WENHAM, MA 01984.

## ANTIQUE & CLASSIC BOAT GATHERINGS SCHEDULED FOR THE SUMMER

A number of meets for the antique and classic boats are on the summer calendar within reach of our New England readers.

JULY 13-15: Matthews Owners 7th Annual Rendezvous, Greenport, NY. Contact E.M. Penny at (516) 728-0668.

JULY 14-15: Lake Hopatcong 10th Annual Boat Show, Lake Hopatcong, NJ. Contact Clifford E. Shipman II at (201) 398-0017 evenings.

JULY 14: Alexandria Bay Vintage Boat Show, Alexandria Bay, NY. Contact John N. Russell at (315) 482-9911.

JULY 20-22: Richardson Boat Owners Association National Rendezvous, Geneva, NY. No contact provided.

JULY 21: Finger Lakes ACBS Meet, Seneca Falls, NY. Contact Al Peckenaugh at (607) 387-9357.

JULY 27-28: Annual Antique & Classic Boat Meet, Mystic Seaport Museum, Mystic, CT. Contact Lisa Brownell at (203) 572-0711.

## WOODEN BOAT SCHOOL COURSES FOR JULY & AUGUST:

The following courses are scheduled at the Wooden Boat School in Brooklyn, ME for July and August:

JULY 15-20: Metalworking for Woodworkers, Tony Millham.

JULY 22-27: Building the Nutshell Pram Kit, Eric Dow.

JULY 22-27: Able Seamanship, Ben Ellison.

JULY 29-AUGUST 3: Sailmaking, Robin Lincoln.

JULY 29-AUGUST 3: Half Models, Eric Dow.

JULY 29-AUGUST 3: Oar & Paddle Making, Lou McIntosh.

AUGUST 5-10: Able Seamanship, Ben Ellison.

AUGUST 5-17: Building a Small Cruising Boat, Gordon Swift.

AUGUST 5-17: Building the Maine Guide Canoe, Jerry Stelmok.

AUGUST 12-17: Able Seamanship, Roger Taylor.

AUGUST 19-24: Surveys & Maintenance, Giffy Full.

AUGUST 19-31: Building Ultra-Light Lapstrake Boats & Canoes, Tom Hill.

AUGUST 19-31: Wooden Boat Repair, Ralph Stanley.

AUGUST 26-31: Advanced Marine Surveying, Giffy Full.

All the courses are by prior registration and many may be full up by now. For more information call Peter Anderheggen at (207) 359-4651.

WANTED: 75 YEAR OLD RUNABOUT. Bernie Klay of the Sea Heritage Foundation in New York would like to get in touch with anyone owning an old, turn of the century motorboat to be used in next January's New York Boat Show as part of a sea history display. If this is of interest to you, call Bernie at (212) 343-9575.

JULY 28-29: New England ACBS Meet, Weirs Beach, NH. Contact Richard C. Burchell at (603) 293-7515.

AUGUST 2-3: Chris Craft Jambo-ree, Clayton, NY. Contact Bo Collins at (315) 686-4104.

AUGUST 3-5: Shipyard Museum 20th Annual Antique Boat Show & Parade, Clayton, NY. Contact Bo Collins at (315) 686-3104.

AUGUST 18: Hudson River Antique & Classic Rendezvous, Rondout Landing, Kingston, NY. Contact Howard Tubbs at (914) 229-5834.

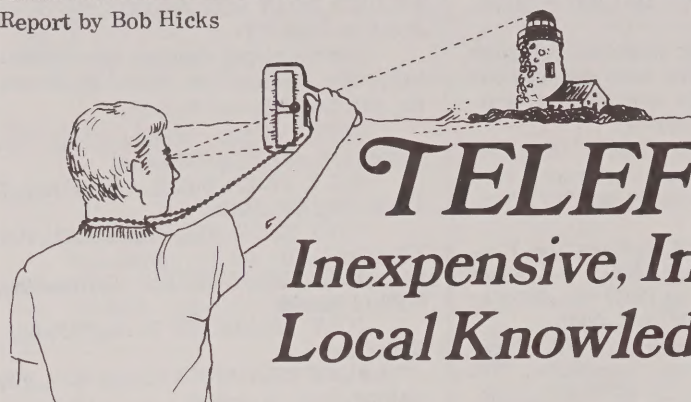
AUGUST 24-26: Adirondack Meet, Lake George, NY. Contact Jack Binley at (518) 543-6002.

AUGUST 25-26: Herreshoff Rendezvous, Bristol, RI. Contact Halsey Herreshoff at (401) 253-6660.

SEPTEMBER 9: Niagara Frontier ACBS Meet, Buffalo, NY. Contact Zeke Zeisz at (716) 695-1989.



Report by Bob Hicks

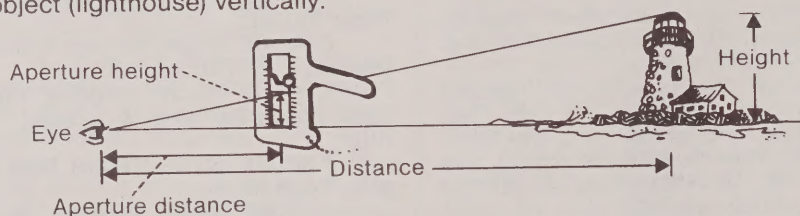


# TELEFIX

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The principle behind **TELEFIX** is illustrated in the sketch, which shows **TELEFIX** in use with the aperture open at exactly the size that frames the object (lighthouse) vertically.



By proportionality of sides of similar triangles:

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By definition,  $\frac{\text{Aperture distance}}{\text{Aperture height}} = \text{Multiplier}$ , hence the basic formula:

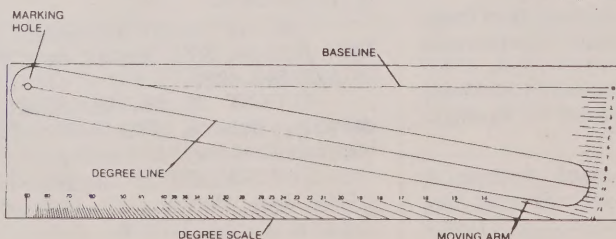
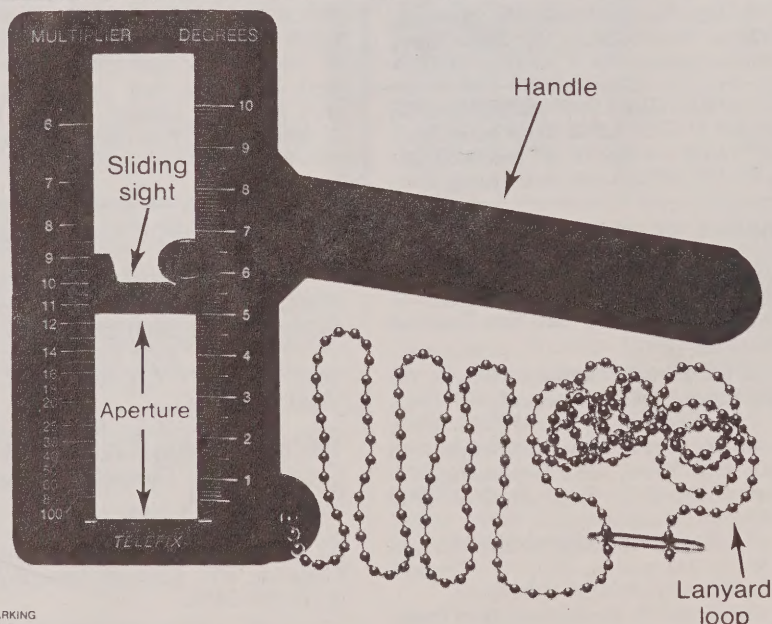
$$\text{Distance} = \text{Height} \times \text{Multiplier}$$

The man seated at the table in the lounge of the Jubilee Yacht Club in Beverly, Mass. was studying a chart and periodically raising a small black gadget to arms length and staring through an opening in it out across Salem Sound. It was a very clear, mild February day and the several islands in the Sound all stood out boldly against the hard line of the horizon. His peculiar activity was so at odds with the casual socializing of the rest of the people in the lounge that it was bound to draw attention. Which was Leonard Eyges' intention. He was demonstrating his navigational aid, the Telefix. Anyone curious enough to approach Leonard and inquire into his peculiar behavior would be welcomed to sit down and have a go at identifying the islands in the harbor. Of course, the locals already knew them all from familiarity, but Leonard, from Wellesley, Mass. some 30 miles away and inland, was not a local. What he was doing was acquiring local knowledge with the chart and his Telefix.

Leonard invented Telefix and has a patent on it. He promotes its use for developing what he calls, "instant local knowledge." With it one can determine some basic coastal navigation information, such as how far off one is from a recognizable object ashore, or an entire island. One can locate obscure objects such as channel marker buoys that might be lost in background clutter. Used with a hand bearing compass or just alone by taking two distance off readings, a position can be found.

Telefix is a low tech aid that fits in between using one's knuckles as a gauge, or a sextant. What it does is measure small angles subtended by an object or land mass and from its own direct reading scale, tell you how far off from such an object you are. And the reverse of this is also true, one can start from a known angle on a chart between two objects, one of which is not clearly visible but is desired to be located, and set the angle on the Telefix and often then spot the desired object, now that its location is pinpointed. The attraction of Telefix is that it works in an area of trigonometry (small angles) where approximations are very close to exact conditions, and for most coastal boating, this is close enough. It is usually sufficient to know that one is 500 feet from that ledge with the day beacon on it, the fact that it is exactly 509 feet is not significant.

The Telefix is a simple flat black plastic device with a chain loop affixed. A window in the flat plastic has a sliding section which can be adjusted to exactly frame any object viewed through the aperture (objects of reasonable size, obviously). Alongside the aperture are two calibrated scales. One reads in angles from 1 to 10 degrees, the other is a multiplier scale. The chain loop? This is looped over one's neck (it can be adjusted) to set accurately the distance the Telefix is held from the eye at arm's length. This is vital to accurate use of Telefix.



Telefix (above)  
Protractor (below)



Telefix operates on a mathematical formula involving proportional sides of triangles. In essence, it sets up automatically (so you don't have to do any math) two triangles. The big one involves one side which is the distance from you to the object being viewed, the other is the height of that object. The smaller triangle is the distance from the eye to the Telefix on its long side, the height of the aperture opening for the other. Knowing the height of the object being viewed (from the chart) one can easily read off the distance once that the width of the aperture opening has been set to just encompass that object being viewed. Conversely, if distance off happens to be known, the object can be identified by its then measured height. This happens to be what Leonard was doing in that yacht club lounge during a break in a seminar we were attending.

How? Well he had the chart of Salem Sound on which he could easily spot his location and all those islands. But without a hand bearing compass he could not draw any line of position from himself to each island. While he could sort out to some degree the islands in this case by relative location in the panorama, several that appeared closely spaced could create confusion. So he was measuring heights, using known distances from the chart, until he had sorted them all out to his satisfaction.

So, distance off can be easily determined from any recognizable object of known height from a chart. It can also be measured from an object of known width (an island) but here only if one is pretty certain to be at right angles to the full length of the object. Otherwise, apparent length can create too much inaccuracy. One is always at right angles to a height, and even if an island is used and its high point is several hundred feet away from its shore, the error is not significant. That is, not when viewed from a small craft. From the 60 foot high bridge of a tanker it would be worse, but they have sophisticated navigation aids. The Telefix is for the kayaker, small craft sailor, or paddler or oarsman.

The ability to measure small angles is also useful in determining position. Measuring the small angle between two recognizable objects will locate one on a circle on the chart, anywhere on which circumference one might be at that distance off. To then pinpoint where on that circle, one must take a second small angle reading between two other objects, or one of those already used and a third. Where the two circles intersect is where one is at, again with sufficiently good accuracy for ordinary use. A hand bearing compass achieves this same result by taking two compass bearing lines of position which then intersect. But the compass is more costly and more bulky and more in danger of being damaged. Using the two together, one can really be pretty sure of one's location given decent visibility.

Leonard also offers a simple protractor for small angle use. It is a bit bulkier, that is it is long (about 15")

but simple and inexpensive. Using this to measure CHART angles and the Telefix to measure ON DECK angles, one can acquire what he likes to call, "Instant Local Knowledge."

These two inexpensive basic navigational aids seem to fulfill the everyday needs of the local alongshore boating enthusiast. They have the advantage of simplicity, indestructibility and low cost to offset the lack of really high accuracy. Taking advantage of a simple trigonometric principle (known as the

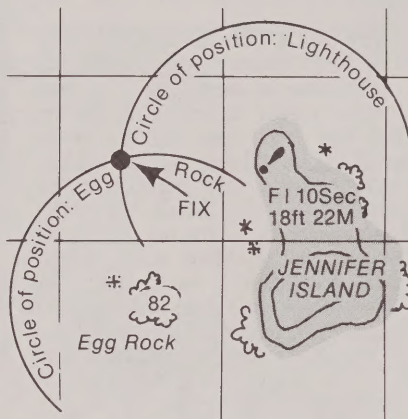
"rule of sixty") they can handily keep one informed of one's location along an unfamiliar shore. Certainly in really small craft (kayaks, canoes, small rowing boats) they fit right in. They are NOT substitutes for a compass for course setting, or Loran for offshore navigation. But, like the simple ruler, they can give you pretty good information as to distance and location.

Want to know more? Contact Leonard Eyges at Nautigon Marine, Box 218, Wellesley, MA 02181.

## Two landmarks, height of both known

Two landmarks, such as Lighthouse and Egg Rock are observed from the boat; both their heights are on the chart.

1. From the boat find the distance of each landmark with TELEFIX.
  2. On the chart draw the corresponding distance circles of position.
  3. Their intersection is the **FIX**.
- Of course, the circles will intersect in two points, but it is usually obvious which of the two is the fix. In the sketch, for example, one of the intersections would be on land.

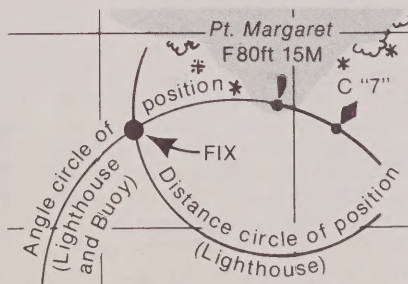


## Two landmarks, height of one known

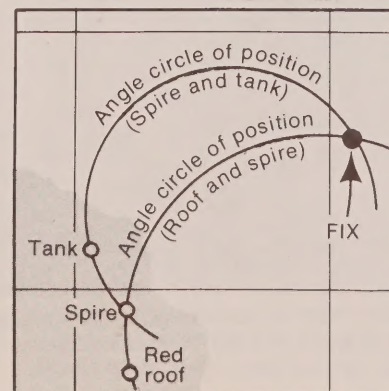
Two landmarks, such as Lighthouse and Buoy #7 are observed.

1. From the boat use TELEFIX to find: distance from lighthouse; angle between lighthouse and buoy.
2. On the chart draw the corresponding distance and angle circles of position.
3. Their intersection is the **FIX**.

This is usually an excellent fix, since for the small angles in question here the circles tend to intersect at right angles.



## Three landmarks, heights unknown



If three closely spaced landmarks, Spire, Tank and Conspicuous Red Roof, are visible from the boat, measure angle between spire and tank, say, and angle between spire and roof. Plot the two corresponding angle circles of position. Their intersection is the **FIX**.







# *Mystic '84... maybe a different date in the future?*

Report & Photos by Bob Hicks

There was a lot of talk about moving the Small Craft Workshop at Mystic to some other date in the future. The rain and wind hammered the event all day on June 2nd and less than half the boats registered to participate had turned up. The weather didn't keep people off the water, but it wasn't a whole lot of fun sitting on wet thwarts rowing wet boats into the teeth of the wind driven rain. Under the tents on the North Green at the Seaport, scheduled talks went on, and in a respite outside, John Gardner discussed the peapod and its many permutations, with a collection of a half dozen representative specimens for all to view. Platt Monfort talked about his geodesic canoe construction and a small circle of involved persons had a round table talk about boats designed for the disabled. Finally, one could visit the boat shops to view Rushton pulling boats under construction. So those who did come made the best of the poor weather.

Sunday was the flip side, sunny, mild, windless in the morning for the trip down river for breakfast at Mason's Island. "I've got to ROW down the river," Richard Zapf was heard to remark with distaste as he headed out in his 12' dory skiff, DORIS. And Jim Thayer had the sail up on his NINA but ended up at the sweeps much of the way. For the majority, it was OK, they were here to row anyway.

The balance of Sunday was bright with a nice breeze setting in mid-morning and sails dotted the Mystic off the Seaport until about 2 p.m. when the group faded away. Out on the end of one float John Knapp had his California proa Saber undergoing tryouts, the other unique form of human propulsion that got a lot of attention. Pedalling a boat instead of rowing it was a strange experience but many gave it a try, especially some of the serious sliding seat oarsmen. All were impressed. Strange, different, but the proa really moves, a feeling of going someplace for the effort expended. By 3 though it was pretty quiet on the waterfront as we departed for home ourselves, a couple of sails, a flash of only a set of oars or two, the small craft weekend over once again. Now maybe in 1985 that first weekend in June might be given a rest with its apparently reliable storms, perhaps the second weekend?



Top left: Bart Hawthaway makes his entrance. Middle left: This No Mans' Land boat saw a lot of use during Saturday's wind and rain. Top center: A Bob Baker designed double ender, lovely craft. Top right: John Gardner talked about peapods. Middle right: The fleet arriving at Mason's Island for breakfast. Lower left two: The plump NINA by Jim Thayer and the lean WHISP by Steve Redmond. Lower right two: A couple of nice double enders on Mason's Island, the left hand one a strip canoe.



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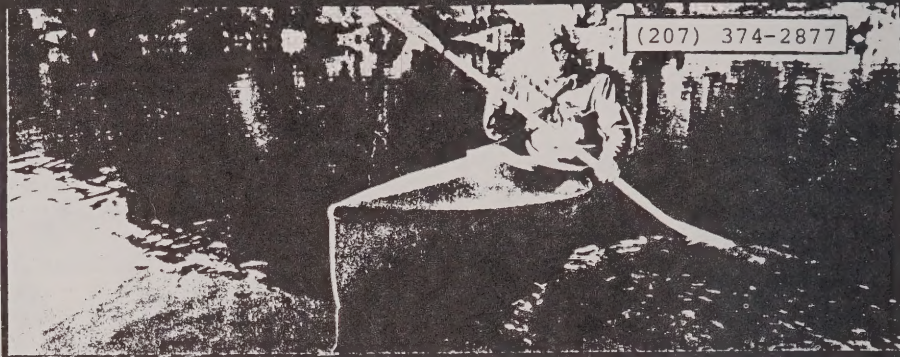
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## *How to go rowing and see where you're going!*

Above: First tryout of the forward facing oars usually results in quizzical looks. Below: The oars fold neatly alongside the gunwales. Note how the connecting linkage reverses the thrust of the oarsman's arms. The installation is very neat.

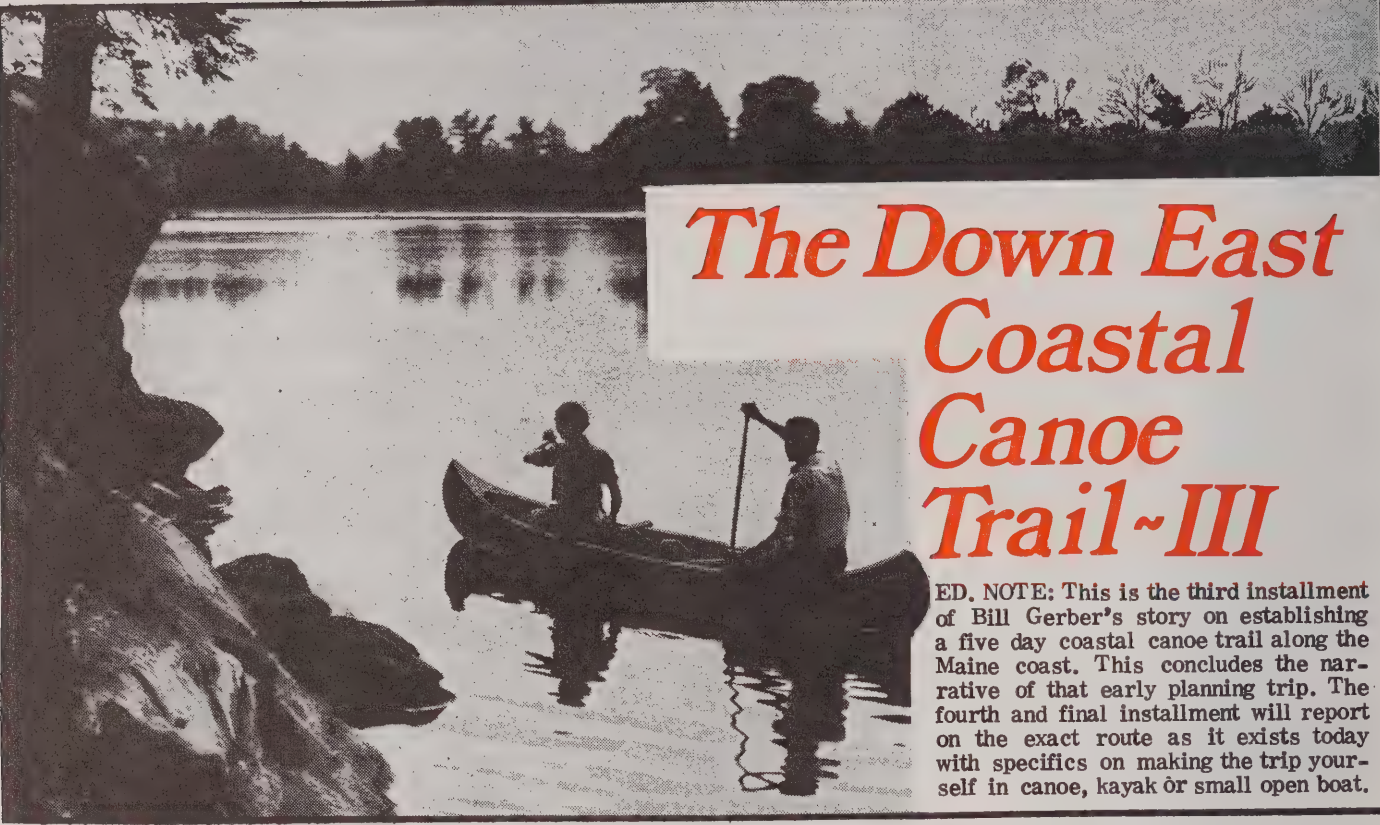
Report & Photos by Bob Hicks

Myron Young caught the attention of many rowers when he arrived at the Island, with his superbly constructed forward facing oars fitted to his home built double ended pulling boat, a light lovely craft patterned after a Mystic model he had once admired. The unique rowing setup got a lot of tryouts, all accompanied by head shaking and confused watching of oar blades seeming to go in the wrong direction. "You've got to watch your HANDS not the oar BLADES," Myron explained to those trying out the rig. They pull as nicely as conventional oars but you are LOOKING where you are GOING. Easy enough out in the open, most trouble developed maneuvering into a tight spot on the beach. It's an acquired skill, but it certainly has its advantages. Myron had arisen at 2 a.m. to drive the 200 miles from eastern Long Island to Mystic via Throgs Neck Bridge as the Saturday weather had kept him away.

Myron has a set of simple drawings of his hardware for converting oars into forward facing types and he's happy to send copies to anyone interested, at no cost. Just write to Myron Young, P.O. Box 113, Laurel, NY 11948. He's also interested in hearing about other ways of achieving this turnaround in rowing, and invites your comments and suggestions. If you pause to think about it for a moment, not many human activities are regularly pursued going backwards!







# The Down East Coastal Canoe Trail~III

ED. NOTE: This is the third installment of Bill Gerber's story on establishing a five day coastal canoe trail along the Maine coast. This concludes the narrative of that early planning trip. The fourth and final installment will report on the exact route as it exists today with specifics on making the trip yourself in canoe, kayak or small open boat.

The new day is as glorious as the one before. Breakfast is prepared and eaten in most uncharacteristic quiet so as not to disturb out new roommates. In spite of this they do awaken when we are nearly through. The kids go back to sleep, Jean joins us sleepily for coffee. Gear is packed, the boats loaded and we are on the water by about eight. Jean sees us off from the beach, I think she would like to have been going along. Reminded by my empty bow seat of the long solo paddle ahead she would have been most welcome

The wind is out of the north and getting stronger. With it and the ebb tide at our backs we almost fly down to Goose Rock Passage. Soon we are across the Sheepscot River and aiming for Cameron Point, the entrance to Townsend Gut. As we approach the bridge to Southport Island, the bridge begins to swing open; surely not for us! Checking "six" (to our rear) we find a large tour boat bearing down on us. We give him plenty of room. As it passes by its loud speaker announces our presence, noted our camping area and muses "did we start from Moosehead Lake"? (The speaker has obviously never run the upper Kennebec. Neither have we!)

By the time we round out of the gut and turn in toward Boothbay Harbor, the wind is quite strong. Not wishing to make an unscheduled trip to Portugal, I hug the shore and paddle into the narrows south of McKown Point. The others follow for a while but soon tire of such "nonsense" and head off directly toward Spruce Point. I'm less able to afford the cost of a wrong decision. I continue on and cross the harbor entrance where the narrows. The others beat me to Spruce by only a few minutes. On the far side

we duck into a small cove out of the wind and, with considerable mirth, devour half a package of cookies. Several people on the shore look on stocially. After a brief rest we move on. Again I hug the shore for protection from the wind. Gerri again tires of this and, after a serious exchange, she and Ernie take up a direct route to East Boothbay; after all the direct approach worked across Boothbay Harbor didn't it. But now they are heading into the wind. Bev and Joel choose to stay with me. For a while we stay abreast with Ern and Ger but I note that they are each taking two strokes to every one of mine. Are they really expending four times the energy that I am? Perhaps, the Tripper is a tough boat to handle in the wind.

Soon I too can find no protection from the wind and take up a direct course. The wind is trying its best to weather-vane my slightly raised bow. Earlier, crossing the Sheepscot, I moved forward to get it down. Here, I just paddle like mad on one side, without applying directional correction, and just manage to hold my course. I move well ahead of Ern and Ger in spite of my longer route. Bev and Joel too drop well behind. I'm not doing this to race, folks, its just the best way I have to keep my canoe on course and move forward!

The landing at East Boothbay is the Murray Hill Boat Ramp from which one portages up the ramp, across the road and on to the edge of a tidal pool. There are not quite enough of us to pick up the canoes loaded with gear and just carry the whole works across, as we have done on some past occasions. With eight or ten people per canoe it can be done, and aluminum and plastic canoes are strong enough to take that kind of abuse. I doubt

that the Indians would have done it and I wouldn't try it with a wood and canvas canoe, but it is expedient. This time, however, we unload most of the gear and pack it over separately, then follow with the canoes and reload.

All packed up again, we paddle the few hundred yards to the other end of the pool and tie up. All except Bev and Joel, that is, they elect to run the outlet as it is. Ernie, Gerri and I elect to wait until the tide equalizes the levels a bit more. Besides, that's a good excuse to go get a dish of ice cream at the restaurant across the street. Bev and Joel join us there, approaching from the water side.

The outlet from the tidal pool flows through a large culvert, quite large enough to pass a canoe and its crew. The access to the culvert from the pool is a sharp, rocky little drop of a couple or three feet and from the culvert to the river is another drop of a foot or two depending upon the tide level. As the tide comes in first the latter drop is covered, then the upper, after which water begins to flow back into the pool. Depending upon the canoeists skills, the outlet can be run at any tide level except near high tide, at which point the culvert is completely filled. So the trick for less skilled canoeists, or anyone trying to get a fully loaded pack canoe out, is to wait until all of the lower and much of the upper drops are flooded and then paddle out.

It's lunch time; we've made the dozen or so miles from Beal and the portage in about five hours. Somehow, though, nobody is interested in the lunch items I have for them. The restaurant has lobsters and the cost is reasonable. (This isn't exactly wilderness paddling, you see!) By the end of lunch, the water



levels have almost equalized. I run the half a foot drop remaining followed closely by Ernie and Gerry. We tie up to the restaurant's float and go back for dessert!.

Before leaving the restaurant we check in with our "communications center" (a friend in Gorham, Maine, who has agreed to relay messages). We learn that the third person who had planned to join us for the weekend won't be able to make it either. (We're batting zero-zero with augmentees, folks!) I have no desire to try paddling around Pemaquid Point and all of the way up Muscongus Bay solo. The run around the point is fully exposed to the ocean and I have watched the surf crash in there on previous visits. It's not "unrunnable" but one should show due respect for that piece of water. We caucus and decide to terminate the trip on the morrow on the west side of the Pemaquid peninsula. (Well, we could have billed the trail as "from Falmouth to Friendship" but "from Portland to Pemaquid" has just as much "pizzazz"!)

We depart East Boothbay and paddle the couple of miles up to Fort Island, in the Damariscotta River. The island was once the site of Fort Webber, an outpost of Fort Edgecomb (on the Sheepscot, opposite Wiscasset). It was built during the war of 1812 on orders of Secretary of War Dearborne as part of the defenses against the British. Upon careful (and difficult) examination, one can still define the ramparts, and emplacement sites for at least two cannons. The cellar hole of the old block-house can also be seen. According to an old picture (that I once saw, somewhere), the blockhouse was octagonal, of stone. The YMCA owned the island for many years. Parks and Recreation bought it from them in about '72 or '73. In cooperation with the state, several of us hauled out and set up a privy on the island, which the people at Reid State Park pre-fabricated for the occasion. The island is about 20 acres in size with a large camping area and a "probably good" spring. (To my knowledge it has never been tested).

Landing on the rocks at the southeast tip of the island we begin trucking gear inland. As soon as I can I make a "bee line" for my favorite tent site only to find somebody else's old fire ring right in the middle of it. The nitwit. He built that fire right on the litter of the forest floor, amidst lots of roots that could carry the fire underground and just below branches of only moderate height. Damn determined to torch the island, he was. I scatter the rocks as far as I can throw them, fill in the hole as well as I can (a couple of inches of pine needle litter have been burned through), and find another tent site.

Camp is soon snug and comfortable. Again we've forgotten to fill the water jugs so we trudge off to the spring and fill a few at a trickle rate, then haul them back. It would have been much easier if we had remembered to fill them at East Boothbay. Just in case, we boil the water we will cook with, drink and use for a final rinse, for about 10 minutes. While supper is in the making I try fishing. I've dragged

the equipment along for six days now and need to do something to justify having brought it. Nothing, not even a nibble. I must have caught my life time allocation up in Alaska back in '60; I've not caught much of anything since!

It must be the "night before the end-blues". Tonight's dinner would normally be just super but somehow, it's just not up to par. It's certainly not the fault of the food! The weather forecast is for overnight temperatures in the high 30s or low 40s. We prepare for a cold night. The tent gets fitted out with its rain fly even though the probability of precipitation is zero. Extra clothes get dragged out of the bottom of the sack, just in case.

At wake-up time there is a light fog and clouds but also the promise of a nice sunny day. Morning chores are done lethargically, no one seems to be anxious for the trip to end. Breakfast features curious mixed-fruit pancakes that taste much better than they look. And they reduce our stock of leftovers. By the time we get underway, the tide is well into ebb. We paddle to where we spotted Joel's van and load all of our gear into it and tie on one canoe. The plan is that he will drive around to the take out while the rest of us paddle there.

South of Fort we catch a strong current and make good time toward South Bristol. When the current plays out Ernie and Gerri begin to drop behind. Ern may not be quite over his bug, or maybe it was yesterday's duel with the wind. We swap canoes, Bev and I paddling theirs, they paddling mine. It's a better match. Reaching South Bristol, we turn east through "the Gut". This stretch must be as picturesque and colorful as any along the coast, made so by all of the colors and textures and forms of the several fishing and lobstering cooperatives that line the shore. John's Bay is reasonably calm and lovely. Then, a minor surprise; as we approach Fort William Henry we see the van round the corner and speed up toward the archeological site. Could it have taken him as long to drive around as we took to paddle here? We reach shore amidst a crowd of onlookers, obviously curious but no one comes forward. (They must have heard from the lady with the dog at Clark Cove!). There are a few end of trip photos, then we tie the remaining canoes on the van and break for lunch. Again, my lunch offerings "go begging". The nearby restaurant also has lobsters, and beer, and ice cream.

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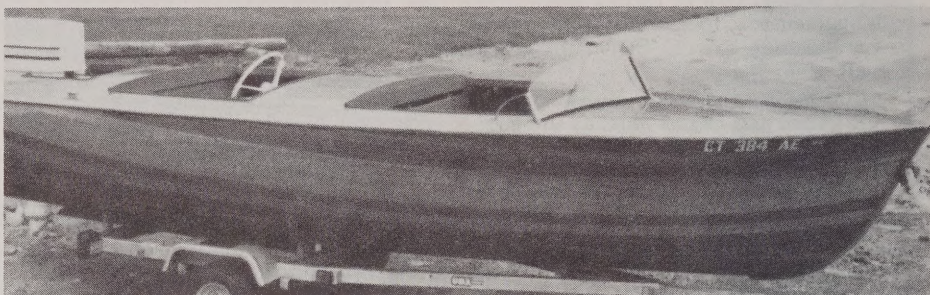
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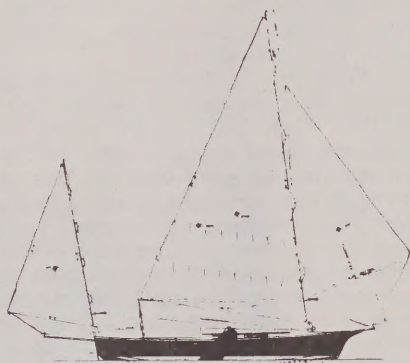
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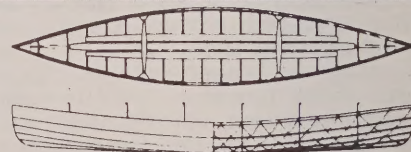
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**MONFORT ASSOC.** RFD #2, Box 1490 MA, Wiscasset, ME 04578. (TF)



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**26' MATTHEWS SAILER, 1936,** Port Clinton, OH. Sails, rigging, all hardware. No mast. Boat is in fair condition but needs some serious work. \$1500 or best offer.

JOE ZAMMARELLI, P.O. Box 7865, Warwick, RI 02887. (5)



**12' KLEPPER MASTER FOLDING BOAT,** for sail, row and motor. Comes in four bags, complete with dacron mainsail and jib, oars and oarlocks, foot bellows. EXCELLENT condition, purchased in 1971, barely used, kept in storage (slight salt corrosion on sail fittings). Replacements available from Klepper. \$1900. J. KING, New York, NY. (212) 866-8488 or ME. (207) 766-5522. (4)

**FAIRWIND IS FOR SALE:** My 1948 24' Ralph Winslow flush deck cutter (a Stone Horse look-alike) is ready to launch, complete and restored. Includes 7hp Honda O/B mounted in inside well, 24' flatbed storage trailer suitable for highway travel at moderate speeds over local distances, you can "bring her home" each winter. Stored inside winters. Selling to raise capital for business needs. \$7500. Comprehensive information packet with photos available to serious prospective purchasers. BOB HICKS, Wenham, MA. (617) 774-0906 (eves. best). (5)

**16' SAILING PEAPOD,** by Walt Simmons. Lapstrake cedar on oak, copper rivets. Dacron spritsail, galvanized trailer. In very good condition. Located in Brooklin, ME. \$2,000. BILL MAYHER, Brooklin, ME. (207) 359-2129. (4)

**12' SAN FRANCISCO PELICAN,** great family day sailer, fir marine ply on Honduras mahogany framing. \$3500 with sails. Brand new. OLD WHARF DORY, Wellfleet, MA. (617) 349-2383. (TF)



**FLEET-O-WING WANTED:** Or information as to whereabouts of any surviving boat. Built in 1930's by Marcus Lowell and Son of Amesbury, MA. It is a 17' keel daysailer designed by Sparkman & Stevens. If you know of any such boat anywhere, please contact: PERT LOWELL, Lanes End, Newbury, MA 01950, (617) 462-7409. (5)

**THOMASTON GALLEY,** 15' rowing, sailing, outboard boat designed by Bolger. \$750 with oars, sail and trailer. ED BRADEN, Northford, CT. (203) 484-2823 eves. (4)

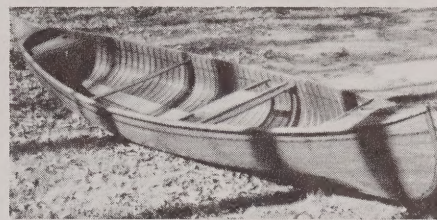
**CUSTOM 22' FIBERGLASS FRIENDSHIP SLOOP.** One-off balsa core traditional overnighter with FWC diesel. All top grade materials and construction. Will appeal only to experienced yachtsmen who appreciate quality.. New, to be launched spring of 1984. A.J. ZINK, JR. Andover, MA (617) 475-3897. (4)

**WEB CHARGER** wind generator for marine electrical systems. 12 volts, 5 to 8 amps/hour in 13-15 mph winds. Mounts on forestay. New condition, \$400 new, sell for \$250. Will deliver within 100 mile radius. Send SASE for photo brochure. BRUCE CORMIER, Barnstead, NH (603) 435-6128. (4)

**PENOBSCOT SALMON WHERRY,** traditional 13' 6" lapstrake sailing/rowing boat built professionally in 1975. In excellent condition with cotton spritsail and jib, oars and locks, anchor, etc. Has 4' 4" beam, fitted with centerboard and rudder. \$1600. ALAN FERGUSON, Castine, ME (207) 326-4643. (4)

**14' CLASSIC PEN YAN RUNABOUT,** cedar on oak, mahogany and teak decked, very good condition. Needs paint and varnish. Asking \$500

DAN HAMILTON, Concord, MA. (617) 369-2325. (4)



**16' PETERBOROUGH CANOE,** built about 1920 for sailing on Long Island Sound. In my possession since 1923. Unused since exterior refinished in 1983. Complete with leeboards, mast, sail, booms, four paddles, two backrests. Priced to sell at \$2,000. E.G. THORP, Newbury, NH. (603) 938-5459 eves. (4)

**TRADITIONAL SMALL BOATS:** 8'x4'3" moulded pram dinghy, round bottom, lapstrake built. 9'x3'8" flat bottom dinghy, double planked bottom and lapstrake sides. 10'x4' flat bottom dinghy, double planked bottom and lapstrake sides. 12'x4' Newcastle One Design, V-quartered sailing skiff, 65 sq. ft. standing lug-sail. Daggerboard and kickup rudder, two rowing stations. Utility racing skiff. All skiff orders should allow 6 to 8 weeks for delivery. Port Orford cedar and black locust, white oak, Douglas fir, bronze and copper used throughout. These are traditionally hand-crafted vessels that can be car-topped easily to the water. Also, 23'x10' William Garden Catboat, double planked, 12hp BMW diesel inboard. Racing cruiser, 420 sq. ft. gaff rigged. Only three to be built. 90 day delivery. EMC JOINERSHOP, P.O. Box 133, Newcastle, ME 04553. Write today! (TF)

**WANTED:** GAFF SAIL, 140 square feet, about 14' on foot, other dimensions not critical.

HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385. (203) 442-7376. (5)

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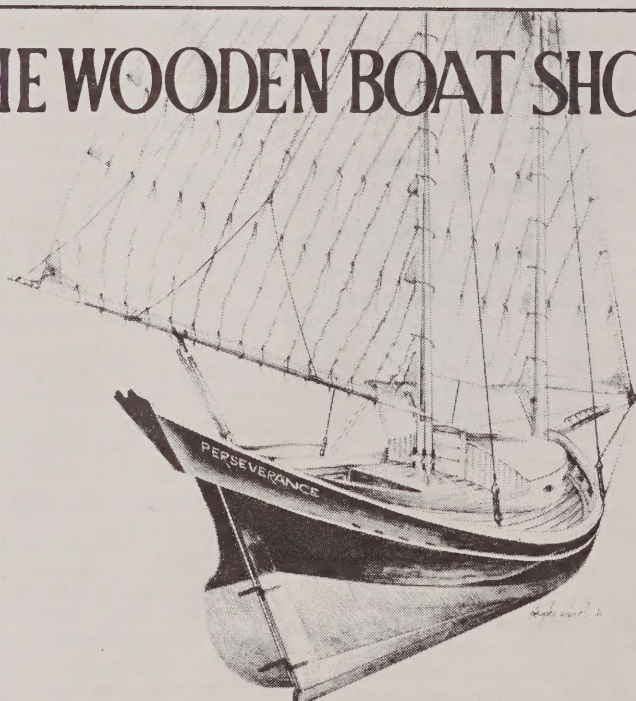
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